

25X1A

1. GRC 152 ROUTE HAS SINCE BEEN PLOTTED FROM

STARTING AT THE NORTHERNMOST POINT OF ROUTE, RET TRACK DIVERGES

MARKEDLY FROM BRIEFED ROUTE. THE EXIT FROM DENIED TERRITORY WAS

WEST OF ANTUNG. PORT ARTHUR APPFARED IN RIGHT OBLIQUE EXPOSURES.

25X1A

HOW DO YOU EXPLAIN

137 TRACK AS ALMOST IDENTICAL WITH

BRIEFED ROUTE?

25X1A

2. P.I. WILL RE-PLOT ENTIRE ROUTE AND RE-SUBMIT PARA C OF

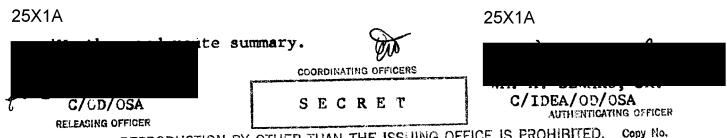
137. SUGGEST THAT P.I. MAY GAIN EXPERIENCE AND SOME GOOD

INSTRUCTION IF HE SPENDS SOME TIME WITH P.I. S AS THEY PLOT

TRACKER FILM. IF ANY QUESTIONS REGARDING TECHNIQUE OF TRACKER

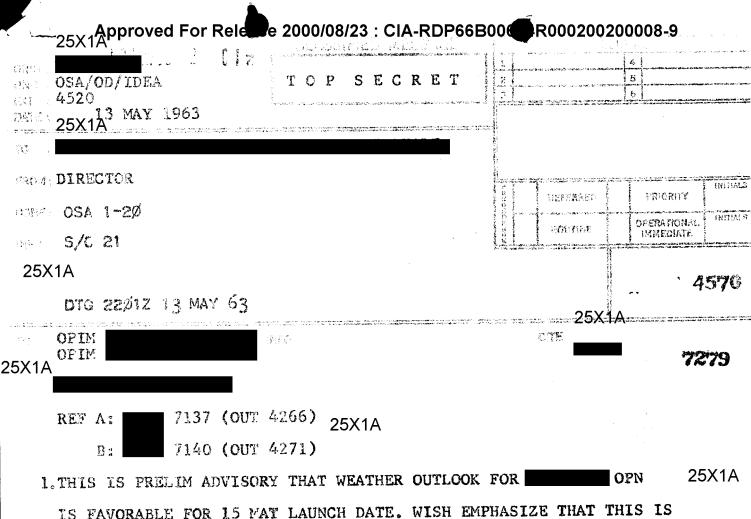
PLOTTING, P.I. MAY GET GUIDANCE FROM INTEL STAFF AT HQS.

END OF MESSAGE



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25X1C



IS FAVORABLE FOR 15 MAT LAUNCH DATE. WISH EMPHASIZE THAT THIS IS
LONG RANGE OUTLOOK. ALERT WX BRIEFING WILL BE HELD 14 MAY AT WHICH
TIME REGULAR ALERT MSG SYSTEM WILL BE IMPLEMENTED OR OPN WILL BE
CANCELLED ACCORDING TO STATE OF WX FORECAST.

2. AT THIS TIME PROBABLE D-DATE FOR REF B IS 15 MAY. WILL ADVISE.

END OF MESSAGE

25X1A

C OD/OSA

TOPSECRET

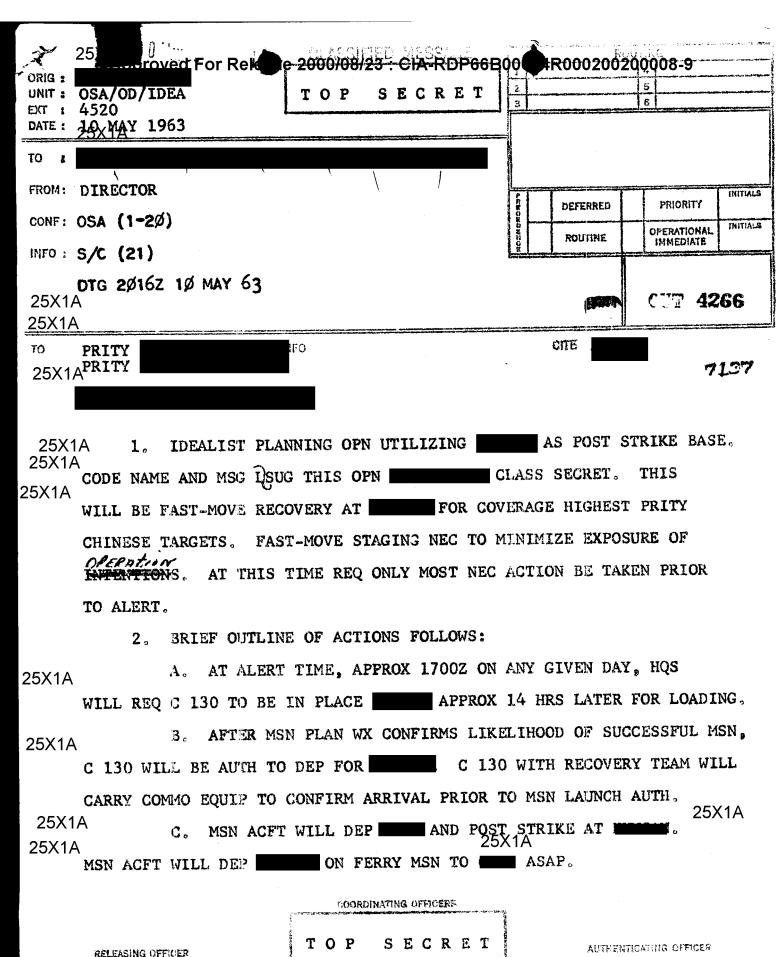
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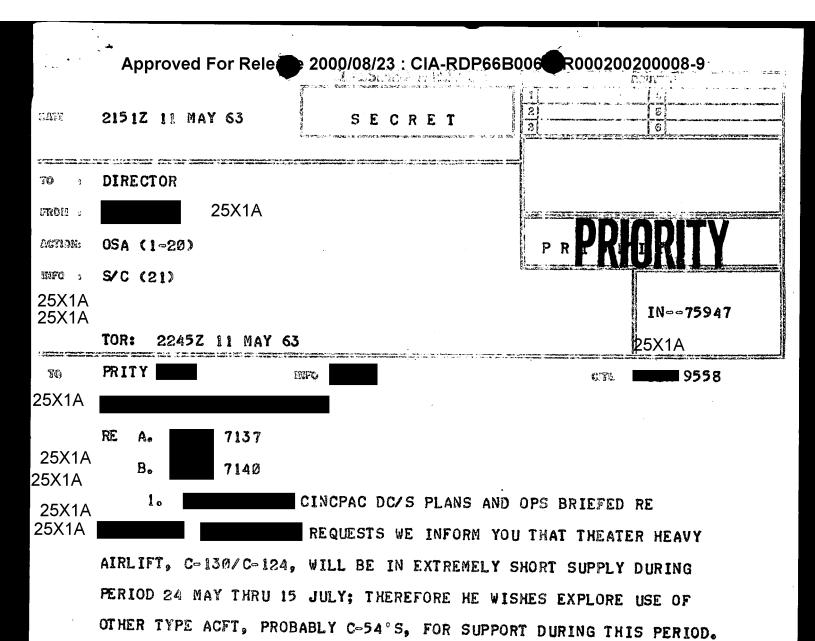
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25X1A	ane 	
D. AFTER FERRY MSN DEP, C 130 WIL	L LEAVE	
WAIT AT FOR MSN TAKE AND THEN PROCEED TO X C 130		
WILL BE RELEASED AT TOTAL TOTA		
E, SCHED OF EVENTS WILL BE FORWARDED WHEN APPROVED, BUT		
SHOULD NOT VARY SIGNIFICANTLY FROM THIS OUT	LINE.	
25X1A 3. SUPPRESSION OF RADAR REPORTING FOR ARRIVAL OF OPNL MSN AND		
DEP OF FERRY MSN FROM WILL BE COORD BY STAGING TEAM CDR AT		
WILL ALSO BE ADVISED OF ROUTES AND TIMES.		
25X1A 25X1A 4. WITH CONCURRENCE OF AFIGO-S, WILL BE REQ AT ALERT		
TIME TO COORD WITH FOR USE OF FOR THIS OPN. THIS 25X1A		
WILL ALLOW APPROX 23 HRS BEFORE ARRIVAL OF C 130 AT ALSO 25X1A		
WILL BE REQ TO PASS SCHED OF EVENTS TO AT		
FIFTH AF COC APPROX 23 HRS PRIOR TO OPN.		
END OF MESSAGE	25X1A	
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- A. NUMBER OF PEOPLE AND WEIGHT AND CUBE OF CARGO TO BE CARRIED C-136.
- B. WHETHER DIFFERENCE IN ENROUTE TIME BETWEEN C-130 AND C-54 WILL IMPOSE ANY PROBLEMS.
- C. ANY OTHER REASONS OR PROBLEMS WHICH REQUIRE USE OF 0-130°S.
 - 2. PLS ADVISE.

END OF MESSAGE

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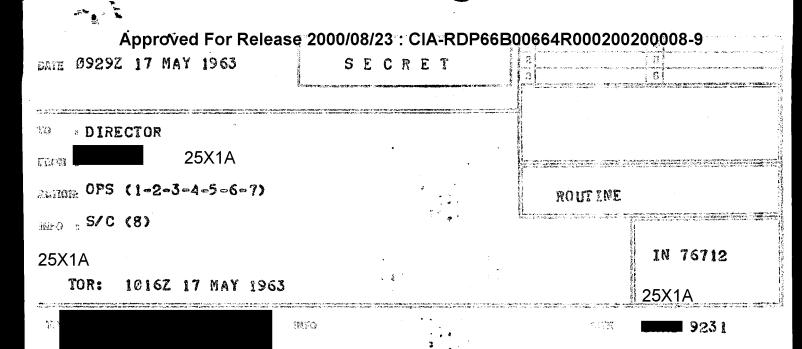
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SWAPEGING

CONTROL

CONT



REF A 9558 25X1A B 7443

- 1. REF PARA 1, A OF REF A. APPROX 19 PERSONS TO BE AIRLIFTED.
- 2. REF PARA ! B OF REF A. FLT TIME DIFFERENCE BETWEEN SUBJECT AIRCRAFT IS INSIGNIFICANT. TOTAL WEIGHT IS 31,658. TOTAL CUBAGE IS 1970.
 - 3. REF PARA 1 C OF REF A. ALTHOUGH PERSONNEL HAVE NEVER EXPERIENCED A STAGING WITH C-54 TYPE AIRCRAFT WE ESTIMATE IT WOULD BE HIGHLY UNDESIRABLE DUE TO THE FOLLOWING REASONS:
- 1. THE MA-2 GROUND POWER VEHICLE COULD NOT BE AIRLIFTED

 25X1ASINCE IT WOULD NOT CLEAR THE C-54 LDADING DOOR OPENING. ALSO,

 DOES NOT POSSESS ENOUGH SUBSTITUTE EQUIP FOR THIS VEHICLE.
 - 2. DELOADING OPERATION WOULD BE LENGTHY. THE WEIGHT AND SIZE OF OUR CARGO, TOGETHER WITH OUR LIMITED LOADING EQUIPT (TUG), IS INCOMPATABLE WITH C-54 LOADING DOOR SINCE THE DOOR IS CONSIDERABLY ABOVE GROUND, IS SNALL, AND PROVIDES NO RAMP AS THE C-132 DOES.

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Filipie (Salodel for est entic desegning mi dedunitisis Approved For Release 2000/08/23 : CIA-RDP66B00664R000200200008-9 25X1A S E C R E T

9231 (IN 76712)

F. 6

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4. FYI MALLO CAN COMPLETE LOADING ABOARD C-130 FOR SUBJECT STAGINGS WITHIN ONE HOUR AFTER THE ARRIVAL OF THE AIRLIFT.

THIS IS OFFERED FOR YOUR PLANNING CONSIDERATIONS IN ALLOWING A LATER AIRLIFT NOTIFICATION AND ARRIVAL TIME.

END OF MESSAGE